

SECRET

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IDEA-0227-72

Copy 2 of 7

31 March 1972

MEMORANDUM FOR: Director of Special Activities
SUBJECT : RQ-225 Parachute Modification
REFERENCE : IDEA-0159-72 dtd 22 March 1972
Same Subject as above

Request your approval to modify the U-2R parachute
in the IDEALIST Program in accordance with the attached
references.

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Chief, Aero Medical Staff
Office of Special Activities

Attachment
As stated above

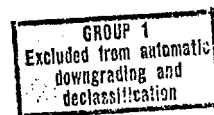
APPROVED:

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Director of Special
Activities

10 APR 1972

Date



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USAF review(s)
completed.

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AMS/OSA

Distribution

(28 Mar 72)

- 1 - AMS/OSA w/att
- 2 - " "
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- 5 - D/M/OSA "
- 6 - Idea/O/OSA "
- 7 - RB/OSA w/o att

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IDEA-0159-72

22 March 1972

MEMORANDUM FOR: Deputy for Materiel, OSA
SUBJECT : RQ 225 Parachute Modification

1. Request your concurrence to modify IDEALIST U-2R RQ-225 parachutes to include six-line release modification.

2. Reference attachment #1, ADP SP-1811, indicates although modification does not degrade parachute performance, that pilots either through lack of strength or slow reaction time, would not be able to properly control the parachute with the added modification. This statement is subject to some discussion even among experimental parachutists. It is an established fact that without the modification, it is impossible to turn or steer the parachute.

3. ADP parachute riggers feel that the addition of the release will not require much additional time in repack nor will the one-time rigging of the parachutes be unduly expensive.

4. IDEALIST pilots [redacted] are completely trained in the use of the six-line release.

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GROUP 1
Excluded from automatic
downgrading and
declassification

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5. IDEALIST pilots understand the modification, have been polled, and are 100% in favor of having the release available to them.

6. The four-line release, which accomplishes the same end result, is standard on all Air Force ejection-equipped aircraft and has been utilized successfully by aircrewmembers an untold number of times including SEA escapes. The T-37 aircraft parachutes presently in use at Detachment G have the four-line release included as standard equipment.

7. Reference attachment 2, the six-line release modification, should not be adopted for Customer #2 operations. SAC U-2R pilots have not been properly trained in the use of the modification and parachute repack is accomplished at base level. Historically, the Davis Monthan AFB parachute facility leaves something to be desired and to complicate the parachute repack in any way might prove to be too challenging for less experienced riggers.

CONCUR:

[Redacted]

28 Mar 72
Date

[Redacted]

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SAM D/M/OSA

Attachments

As stated above

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AMS/OSA

[Redacted]

1 - Addee w/att
2 - AMS w/o att
3 - " "
4 - RB "

CONCUR:
[Redacted]

D/O/OSA

29 MAR 1972
Date

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USE ONLY

ROUTING AND RECORD SHEET

SUBJECT: (Optional)

FROM:

C/AMS/OSA

EXTENSION

NO.

Idea-0227-72

DATE

31 Mar 72

TO: (Officer designation, room number, and building)

DATE

RECEIVED

FORWARDED

OFFICER'S INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

1.

EO/SA

3 April

2.

DD/SA

3.

D/SA
Approval

4/10

4.

AMS/OSA

10 APR 1972

5.

RB/OSA

6.

7.

8.

9.

10.

11.

12.

13.

14.

15.

1 to 2

Even though the two attachments recommend against this modification, Doc has verbally explained that the test described in these attachments do not apply to our mode of operation. i.e. with good training and understanding of the system it would be advantageous for our pilots to have this parachute modification. Therefore I concur on the proposal.

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Reason for Two Suits/Project Pilot

Redundancy: to allow suit or subassembly replacement just prior to flight if last-minute problems arise.

Simplicity: to reduce manpower, facility, and equipment requirements for deployments -- i. e., repairs kept to minimum or not performed -- suit/helmet substitution instead of repairs in field. Also to reduce necessity for suiting two pilots per operational flight.

Wear and

Tear : Reduced wear and tear by providing 2 PPA's/pilot -- average number of flights/year/pilot is 45 to 46. Over a four-year period this would amount to 180 to 184 flights on one suit or 90-92 flights per suit if two provided. At an average duration of 3 hours per flight, the wear and tear would be as follows:

1. Suit failure rate is basically very low
 - a. Careful maintenance by well-trained technicians.
 - b. Amount of checks - i. e. preflight (2 checks -- one hour before and one just prior to) -- postflight checks to pick up any changes -- Periodic - 30 days

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Annual

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2. What is an acceptable failure rate?
 - a. In flight -- must be zero!
 - b. For operational missions -- i. e.
 - What is acceptable delay
 - What is concept of # pilots readied
 - Cost of specific operations
 - Frequency of flights
 - Phase concept
3. Possible failures
 - a. Fails preflight #1
 - (1) Substitute pilots (How much backup here?)
 - (2) Repair suit or component
 - b. Fails preflight #2
 - (1) Substitute pilot (Delay dual preparation)
 - (2) Repair suit or component (Delay possible CNX)
 - c. Damage at last minute or failure in cockpit
 - (1) Substitute pilot (Delay dual preparation)
 - (1) Repair suit or component (Delay CNX)
4. What is acceptable to Ops
 - a. How much pilot backup now provided -- i.e., substitute pilots.
 - b. Frequency of flights
 - c.

- 3 -

5. Factors

- a. Use rate (frequency and duration)

Conditions - Deployment environment less than ideal

- b. One suit will receive twice the wear and tear

- c. Spares -- cannot stock spare controllers,
regulators -- i. e., have shelf life and
are very expensive